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1. The Polish-Soviet agreement concerning transit rights through Poland provides for staffs of Soviet experts who are assigned to the Polish Ministry of Railroads and to the ten railroad directorates. Each staff, known as the Chief Directorate for Military Transportation (Glavnoye Upravleniye Voyennyykh Soobshcheniy - GUPVOSO), consists of four officers and six non-commissioned officers. All staffs are subordinate to a Colonel Barabasz.¹
2. According to a 1950 regulation, all new railroad lines, and all lines which are to be improved, are to be equipped with cross ties which are 15 centimeters longer than those used on normal-gauge tracks. Whenever possible, cement cross ties are to be utilized rather than wooden ties. This regulation was inaugurated in order to facilitate conversion of railroads from normal to broad gauge, since tracks equipped with such large cross ties can be converted by shifting a single rail. It is thought that this innovation resulted from the experiences of the Germans during the Second World War.
3. In the fall of 1951, railroad authorities began the construction of loading platforms on railroad lines which often are situated in remote areas which are lightly trafficked. These platforms are supposedly long enough to permit loading or unloading of troop trains.

1. Comment: GUPVOSO is responsible for handling Soviet military shipments. Colonel Barabas commanded the staff at the Lublin regional railroad headquarters. 50X1-HUM

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